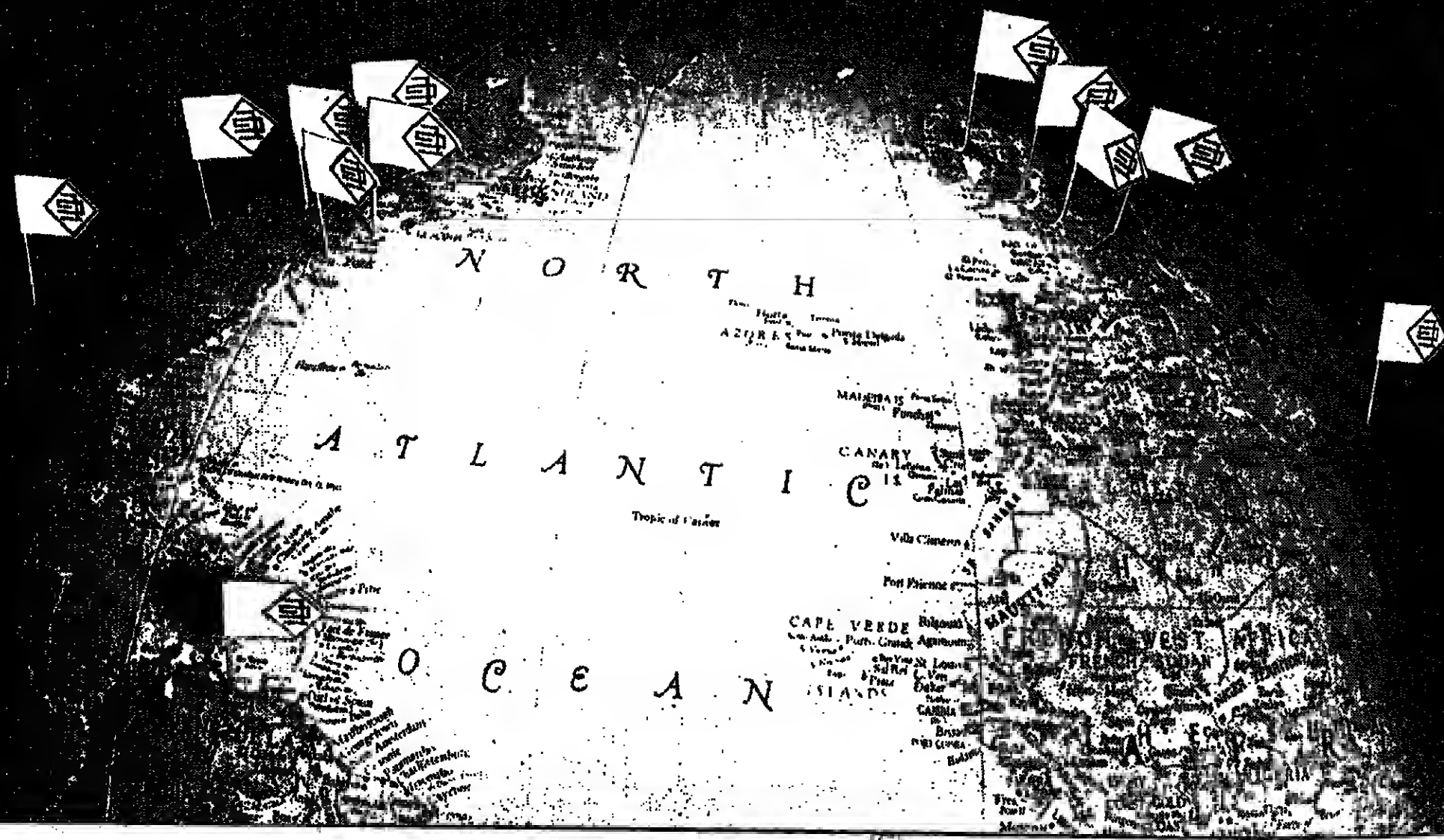


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THE JERUSALEM
POST
Supplement

Wednesday, October 24, 1979

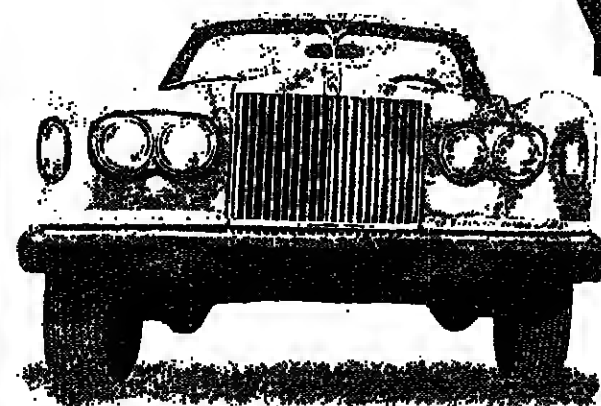
The new cars



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Cover: Bird's-eye-view of the recently completed Ganot interchange between Gush Dan and the Tel Aviv-Jerusalem Highway. (24 Plus)



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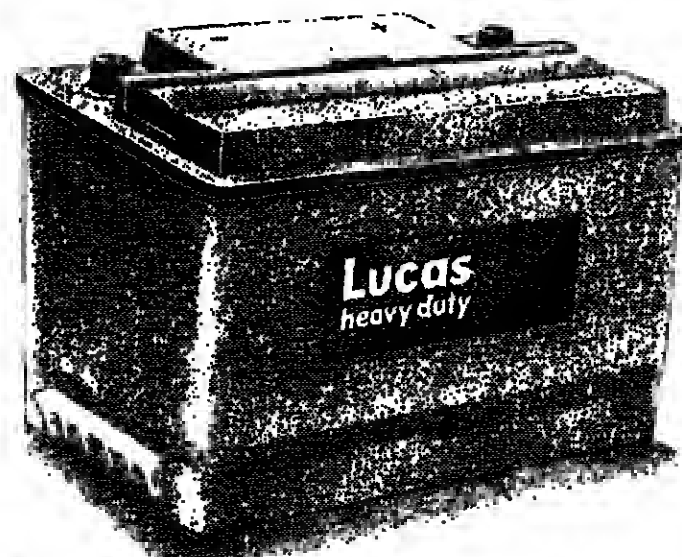
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IN THIS ISSUE

ZE'EV SCHUL writes of Cars and Country; plus plenty of pictures. 3, 5

MEIR RONNEN has some more harsh words about Jerusalem traffic arrangements. 9

In Swinging with Ritmo **ZE'EV SCHUL** last-drives Fiat's latest. 7

My Car, My Love, by **ROBERT ROSENBERG**, speaks for itself. 8

WIM VAN LEER's whimsy about the early days of driving; **Y'ACOV ARDON** interviews traffic engineer Moche Beakar. 9

GIOEON WEIGERT takes us driving on the West Bank. 10

Glimpse of the Car of the Eighties are revealed by **ERNIE MEYER**. 11

Observations on Traffic Observers, by **ALEXANDER ZVIELLI**. 12

A photo essay on the Steering Wheel. 13

The Greyhound Bus Blues are sung by **YITZHAK OKED**. 14

Discover what goes on West of Singapore, **MICHAEL Y'DELMAN** knows. 15

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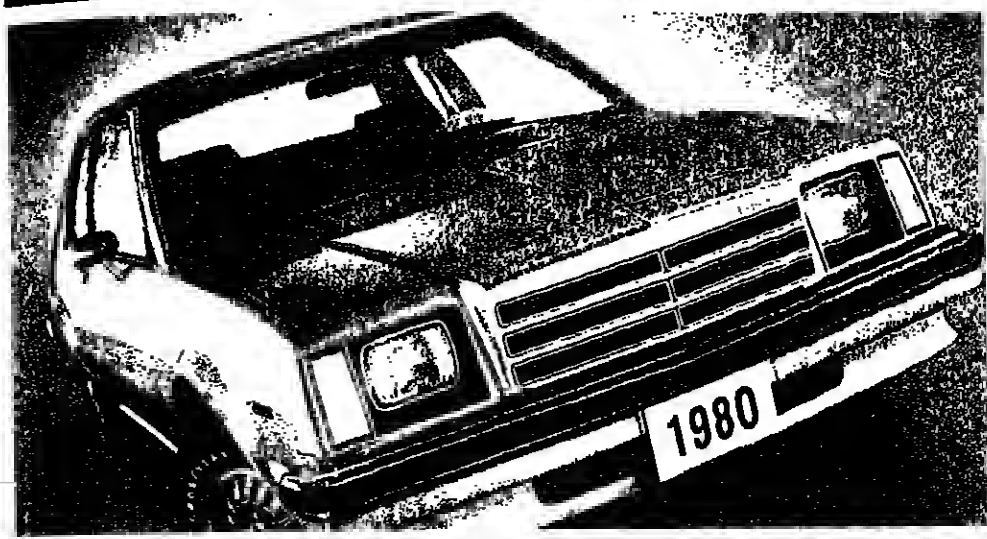
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Buick Skylark Sport Coupe (top left); Autobianchi 112 Junior (top, right); Talbot Matra Rancho (bottom, left); Volkswagen Polo and Derby (bottom, right).

ONE WAY of evaluating a country's economy is by taking a critical look at the kind of cars populating its highways. By such a standard Israel should rank somewhere at the bottom of the European ladder and perhaps also below a surprising number of Central and South American countries and even some African nations. It should be puttering along somewhere beside Turkey and, possibly, the poorer parts of Greece and Italy. Which should not surprise anybody — considering the cost of a popular-priced car here.

That cost is anywhere between IL\$75,000 and IL\$150,000 — more than ten times what I paid for my Sunbeam GL with its Borg-Warner four-speed automatic a mere five years ago. I, for one, intend to join up with the old-timers and keep my car until it falls apart. But for those that do have half a million pounds or so to spare (at the time of writing this — October 7, 1979, at 4.30 p.m.) here's a glimpse at the market and its going prices.

AUDI'S (original) concept of a successor to the Beetle seems still to be gaining ground. All major European car manufacturers are now bidding for this lucrative market, ranging in the 1,100-1,800cc engine category, with front-drive and hatchback. The latest to join the team is Fiat's Ritmo, a smart and perhaps cautious trend-breaker. It adds lopsided design details on the hood and elsewhere, which were hitherto the trademark of sports cars (to provide space for superchargers and the like).

The Ritmo has a big air-intake louvre on the passenger side and a "gun-eye" on its grille, with the air-intake grille being distinctly narrower on the same, left-hand front. There is plenty of plastic, back and front; conventional single headlights (round) and a novel wheel plate. The side mirror is a bit too ornate for my taste and the round door handles are downright tasteless (by my lights). Door handles should be door handles. Recessed — by all means — and scratch protected, but not geometric riddles. A cursory glance at the car's interior dimensions and seats suggests that it is as comfortable as any in its class. Along with others in this category it is a bit short in seat-depth, that is, leg support. This can become tiring on longer journeys. Dashboard design is functional, although I personally dislike light clusters. One tends not to see the forest on account of the mass of Christmas tree lights. I am conservative and prefer to check the engine's temperature before it reaches boiling point. Ditto oil pressure, battery charging and all the rest. The steering wheel spokes do provide an unimpeded view of the instruments. Engine choices range from 1.1 litre to a top of 1.5 litre. All models have front wheel drive. McPherson strut suspension, rack and pinion steering, and a choice of three unspecified (I presume three forward speed) automatic gear for the 1.5 litre job. Also available is a version with five forward gears. Head restraints are optional, which I consider a scandal. They should by now be standard anti-whiplash equipment, compulsory in all new designs. There is also a choice of sunroof, tinted windows and sun blinds. The digital clock

Car and country

Cars tell a lot about a country's economy, writes ZE'EV SCHUL as he surveys the new imports. In his ramblings he came across such things as homokinetic gears and Rzeppa couplings.

also come optional. THE RITMO'S aerodynamic styling and its lavish use of insulating materials reduce noise significantly. Prices start at IL\$63,944 for the Ritmo L 1,055 job and to a top of IL\$428,160 for the CL 1.5 litre (which would be my choice). I don't care for top speeds so much as for reserve power to accelerate the vehicle when needed, including on steep grades with a full load on board. If you think of air-conditioning, get the original factory-installed version. Coming out soon, but not necessarily scheduled for sale in Israel is a cabriolet version by Bertone which was first displayed at the Frankfurt Automobile Show last month. It will probably carry a fancy price tag. The prototype suggested around DM 15,000, at IL\$16.8 to the DM before taxes, and you name it.

TWO MORE FIATS worth an honourable mention include what should by rights be considered the parent of the Post-Beetle (Fiat version) family tree. The Fiat 127 made its debut as early as 1971. The latest version is a hybrid, half-way between the 900cc la Polo (of Volkswagen) and the classic 1.1-litre engine best represented by Fiat in its famed Militec series of the 1960s. Then there's the Fiorino, which has two and a half square metres

of loading space for goods and is also an innovation. Price — IL\$19,256 (for the Fiorino) as the dollar flies (true for the end of September 1979).

much to its popularity. Other winning features include a very economic fuel consumption and low maintenance costs. Believe it or not, the Subaru 600, which can go over 20 kilometres to the litre, sold for as little as IL\$154,000 at the end of July.

THE VOLKSWAGEN STORY. Those who think the days of the Beetle are over and done with had better do some more thinking. The car is here again, and as far as anyone can predict, more are coming at IL\$20,058 a piece, last month's price. They are still produced in Mexico and other Latin American countries, and now they are being reimported into Europe as well as the U.S. — and even into Germany itself. The Volkswagen range winds through the Polo (1000cc), IL\$39,016; Derby (a two-door conventional design with boot and a 1,100cc engine) and the Golf. The Golf starts at IL\$66,450 for the 1,100cc engine and goes up to IL\$485,096, for the automatic 1,500cc five-door top of the range. The Audi 100, just in case you are curious, costs close to three quarters of a million pounds. I hate to think of what its insurance adds up to.

New off the Volkswagen production lines: a 1.3 litre Golf and a thing to be known as the Jetta, which will be to the Passat what the Derby was to the Golf and Polo. It will have a water-cooled engine up front like all the rest, and will come in two versions — a 1,300cc and a 1,600cc. No price is mentioned, and Israel will for a start get only the 1,300cc job. In case you were wondering what the conventional boot is now called (and those automobile salesmen will do anything to spruce up terminology), it's the notchback, as distinguished from the (now) conventional hatchback. Definitely new — no price — the Audi 200 is intended to compete with such luxury limousines as the

(continued on page 3)

During the past year, petrol prices have been doubled — more than once. Instead of having to pay IL7 for a litre, you're now being asked to pay almost IL17 — an increase of 140%.

With petrol prices soaring, and the need for maximum exploitation of the petrol in your tank, you can look forward to an increase in the world sales of small cars. So Lancia-Autobianchi engineers and car designers thought out, designed and planned a selection of especially economical models for 1980. The Autobianchi A-112 is being accorded extraordinary popular acclaim on the Israeli market. The car's success lies in its giving you the maximum from the petrol in your tank, unusual driving reliability, maximum stability and originality of design.

The success achieved by the Autobianchi A-112 is attributable to the increased demand for smaller vehicles, by people seeking a reasonable price, low maintenance costs, highest reliability, top notch performance and manoeuvrability, and elegant finish and design. All this they find in the economical Autobianchi A-112 Junior, still known by its former title — Normal. This is a car with great power — relative to its size — and giving you 18 km. per litre of petrol. The Junior has a 903 cc. engine volume, and with as much as 42hp. braking power. The car has front wheel drive, with a top spurting power of 135 km. per hour, at 5400 engine rpm. The car's interior is equipped with a dashboard and control system, comfortable seats and sporty, easy-to-handle wheel — all of which, in the final analysis, provide you with enjoyable, trouble-free driving.

The A-112 Elegant has a 965cc. engine volume, and 48hp. braking power. Not to mention the elegant exterior design, which makes driving it an enjoyable experience. A new member of the Autobianchi family is the A-112 Abarth — the daring model. This is a car designed to give you the maximum in power, capable of competing successfully with most bigger engined cars on the road.

The A-112 sporty build and just-right design enables it to give you top performance and astounding manoeuvrability in heavy traffic, extended bottlenecks and plain ordinary travelling.



Above: Junior — available also with convertible roof.
Right: Junior — Innovative interior design.
Below: Abarth — Model for the connoisseur.
Left: Abarth — Elegant interior design for the 1980's.

This year's Autobianchi innovations: a fifth gear and electronic ignition, giving you the utmost in saving on petrol expenses, and will "wring" every possible drop out of each litre. Because of this the car is quieter and travelling in it — is a joy.

The Autobianchi is being offered at reasonable prices giving you the most for your money. No wonder that during the past year alone, 4000 Autobianchis were sold in Israel.

Talcar, the importer of Autobianchi and Lancia models, is devoting special attention to devoted customer service, and this by a revolutionary method: by employing an IBM computer which can forecast the precise demand for spare parts, by its garage network service data reservoir, and more.

By feeding the computer with the company's car traffic data, it is possible to forecast, in good time, the demand for spare parts and car accessories at garages and service stations, and to supply these spare parts in time.

The new Lancia hit: the Delta Epsilon. Lancia engineers have come up with a new, spacious car, excelling in its aerodynamic engineering.

The Delta Epsilon, with its 1800-1600cc. engine, can develop a 75-85hp. braking power.

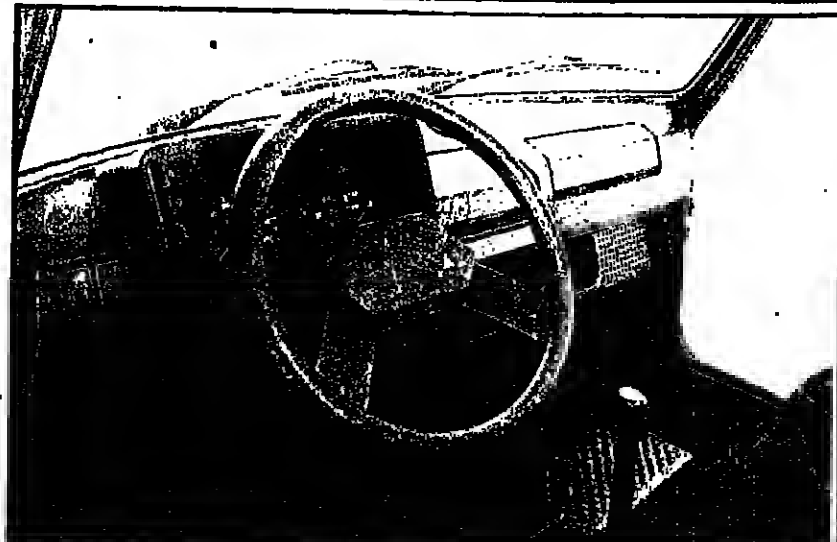
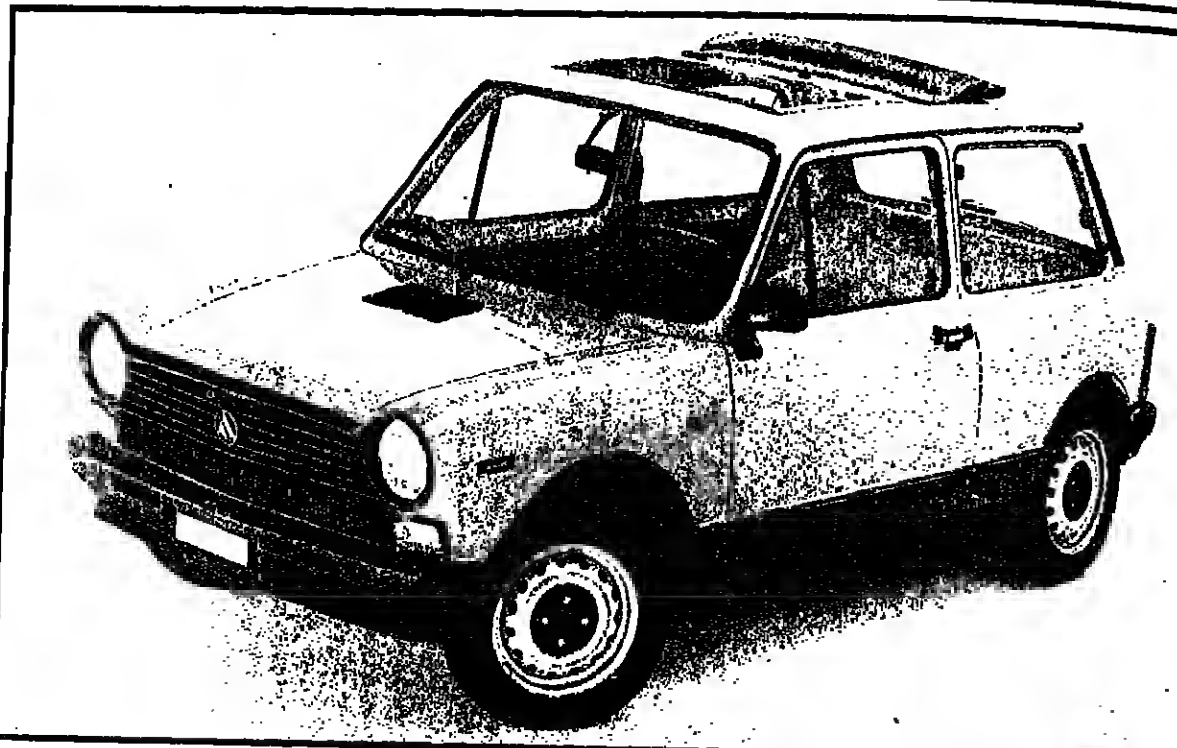
As in other Lancia cars, the Delta has electronic ignition, 5 gears, double braking system, a valve system for preventing brake closure, and disc dust and dirt protection.

The environmental factor has been taken into consideration in the car's American standard exhaust system.

Construction of the special chassis and the anti-rust aspect of the car were taken into special consideration by the manufacturer.

Autobianchi anticipates

petrol price rises



Car and country

(continued from page 3)

Mercedes 230-280 range, the BMW 520-528's, the Open Senator, the Citroen CX 2400 and the Ford Granada.

My mouth doesn't water. At least not for driving any of these cars in this country.

I DROVE a (three) Mercedes 200 in Germany last year. It was an indelible pleasure and I could manage 500km per day without feeling any noticeable strain. I also drove a Polo, which was fun. While I couldn't often do the 180kph I did on the Autobahn one Sunday morning (when this road was relatively empty), I managed very nicely at 120 km per hour. The Polo gave me no exaggerated feeling of speed, such as one is sometimes prone to get in a small car. Noise (engine and wind) was minimal. I've driven in a good many new 2-litre cars, that were infinitely worse.

I never got a chance to test the Polo on a real mountain. But the Harz Mountaine (900 metres altitude) with their steep inclines which are as often as not covered with snow, did provide a good testing ground. In short: if my mind was up to buy a Volkswagen, the model of my choice would definitely be a Polo.

It takes an experienced driver to indulge in snappy driving with these small engines. Timely down-shifting of gears, gentle use of the clutch and accelerator, all combined with a feeling for the car and its limitations, will add up to enjoyable driving. Challenging — at least by my concepts.

LEO GOLDBERG, distributing the GM, Opel and Chevrolet lines here, is importing an snappier looking Kadett. Here is what he has to say about it and the 1980 Chevrolet-Buick range.

Our initial orders for the new 1980 Opel Kadett 'D' will be powered by 1.2 litre engine with front-wheel drive. They are two and four-door saloons, two-door hatchbacks, and five-door station wagons.

The 1980 Ascona/Manta will be virtually a carry-over from 1979, except for new wrap-around bumpers. Two additional models being imported this year are the Ascona four-door saloon with 1.3 litre engine and manual gear only. Also four-door Ascona saloon with 1.6N engine with automatic transmission.

The 1980 Rekord is also a carry-over from 1979. An additional feature on some units is the option of "adjustable height" driver's seat, especially for handicapped drivers.

CHEVROLET, BUICK. There is a complete new front-wheel drive range from Chevrolet (Citation) and Buick (Skylark). Versions presently stocked include the Citation four-door standard of deluxe models with 2.5 litre four-cylinder engine.

The Skylark is offered in three models: four-door saloon, two-door coupe, and four-door "Limited" (Luxury) version. Both 2.5 litre four cylinder and 2.3 litre six cylinder engines are available on the Buicks.

The above models include original A.M. radio, automatic gear, power-steering, power-brakes, tinted glass, and radial tires as standard. Many additional options such as electric

door lock and power-windows, power-seats, two-tone paints, vinyl roof, etc. are incorporated in various models to be held in stock.

The 1980 Chevette model is virtually a carry-over from the successful 1978 model, but includes some minor exterior changes. As previously, the Chevette will be available with or without original airconditioning, either with four-speed manual transmission or three-speed automatic transmission.

Standard features will include original A.M. radio, rear window heater, and deluxe exterior. Additional items for 1980 will be exterior sports mirror, tachometer and kilometre speedometer.

The Buick Century Sedan four-door saloon and the Buick Century Limited four-door 1980 models include a restyled body but mechanics remain unchanged. Available fully equipped with many new 2-litre cars, that were either V-8 or V-8 engine.

A CAR that's really intriguing (as far as I am concerned) is the Citroen Visa. True — my information dates back to August 20, but even then the retail price, including all taxes, of IL278,852 was challenging. The company never took up my offer of a test drive. (I promised them nothing but the truth of my own, subjective impressions.)

I know a bit about cars but not enough to swoon at the mention of such things as a homokinetic transmission (whatever that may be, but it surely can't be as bad as it sounds) or tripod couplings on the gearbox side — *mazal tov*. More power to them for that and something, believe it or not, called Rzeppa couplings on the wheel side.

What I can understand and raise my hat to is Citroen's celebrated flat twin air-cooled engine, with integrated electronic ignition. There's a double carburetor and the 852cc engine turns — or should I say churns out 36hp at 5,500 rpm.

There is also a Visa Super which has a four-in-line water-cooled 1,124cc engine, which leaves me as cold as a healthy dog's nose. Water-cooled four in-lines I have plenty.

THE MAXIMUM speed of the Visa special (air-cooled 852) is an official 124 kph. Which reminds me (no tall tale this), but most of my motoring adventures seem to happen on the German Autobahnen. The son and I were heading north, out of Frankfurt, driving a Golf. The son has a bit of a leaden foot on the gas pedal and was pushing the car at around 130 kph or thereabouts, which is no speed anyone gets excited about (there).

We passed a green *Doux Chevaux*. I remember the car — it was a vivid green — or frog green, as the Germans call this colour. (It used to be the hallmark of an Opel, sometime in the late 1920s, or was it the early 1930s?) The son remarked about the (yellow with envy) tinge of its occupants, suffering from the soft suspension of this car and, naturally, its limited speed.

"Get it never gets over 100 kph in a headwind, the son said. We whoshed past just as Mercedes and BMWs and real valus more to Measars. Poraches where whoshing past us. Had ourselves a bite at one of its true qualities. The car has its rest stations and were back on the road when we spotted the self-

same car again.

"Maybe it's a different car painted the same colour," the boy suggested. But when we passed it again under similar circumstances and a third time, at noon that day, I definitely identified the occupants. I meekly followed in their wake, all the way to Homburg. Either our speedometer was knocked up — or their engine souped-up.

Whoever — I've been looking at the cars with renewed interest ever since. The Visa is of course a reincarnation of the 2 CV. It fits somewhere in between the Dyane (CV) and the GS range. It's no longer an ugly duckling (not a ravishing beauty either, but with that planned robust look — no frills on the exterior).

Not having sat in one I am not at liberty to comment on knee space, headroom or all the rest. The dashboard (as in most Citroens I have seen) is a delight, featuring a control satellite with just about everything you may wish to do. The steering wheel is a single spoke, which should provide a good view of the twin dials (speedometer and clock — and why the heck clocks should be optional or available only in the luxury models at outrageous prices is beyond me).

Fuel consumption is claimed to be a very sensible 5.7 litres for 100 km at 90 kph. This speed is around 124 kph — which is as fast as anyone would want to go in Israel. Steering is rack and pinion and brakes include disks up front and dual circuit hydraulics.

Sounds nice. Pity I couldn't become better acquainted, especially with the electronic ignition bit, which is a third-generation type (with sensors and a minicomputer to adjust spark timing to actual engine requirements). That's what I said in the first place — an intriguing car. At least on paper!

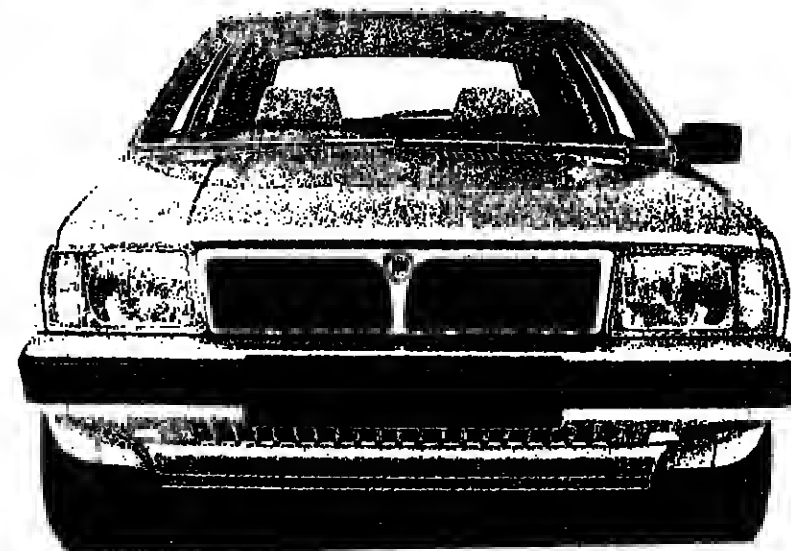
TO WIND UP this incomplete window shopping expedition I would like to point out that unless one buys a car "to last," that is, an expensive and conservation type that'll give a reasonable number of trouble-free years of service and will not be hopelessly outdated too soon — I'd suggest a close look at the trade-in values of the cars. These do not necessarily reflect their true value, but rather their "Israeli reputation," which can be linked to typical Israeli factors.

The Mirafiori 132 is an excellent example of this. Here's a good car going a-begging on the used car market. The reason (or principal one) is its rubber timing belt, which should be, according to factory specifications, replaced every 40,000 kilometres. That's more than two years' driving for the average Israeli.

Yet, reluctant to shell out the couple of hundred pounds this operation costs, many Mirafiori owners with faulty belts touched off mechanical chain reactions in their cars. They "blew" their engines and required expensive overhauls.

Get yourself a second-hand Mirafiori 132 car if you can. The 1974 model can be had for as little as IL150,000 to IL180,000. It is in good bargain provided it is in good mechanical condition, its kilometre recorder hasn't been tampered with and it hasn't done more than 70,000 to 80,000 km.

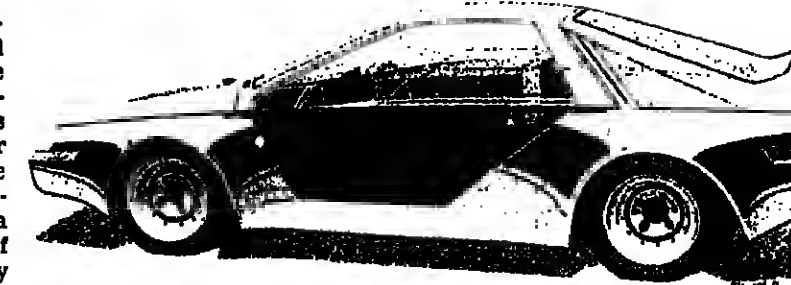
The Renault, and especially the 1.2 litre model, is an example of whoshed past just as Mercedes and BMWs and real valus more to Measars. Poraches where whoshing past us. Had ourselves a bite at one of its true qualities. The car has its rest stations and were back on the road when we spotted the self-



Front view of the Lancia Delta.



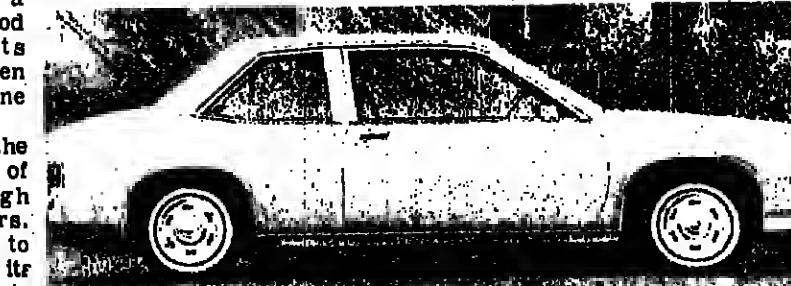
VW Commercial with 88% enlarged window area.



This Ford Ghia Mustang experimental, aerodynamic two-seater was unveiled at the Frankfurt Motor Show last month.



Bugged, four-wheel drive Range Rover.



GM's sleek Chevrolet Citation for 1980.

WHAT IS the main factor in accidents here, the human element or the objective state of Israeli roads? The Israeli driver may be one of the world's worst, but he is often required to drive under objectively dangerous conditions.

Dangerous Roads

The psychological effect of more frequent and clearly spelled out speed limit signs and better road markers would reduce accidents, writes MEIR RONNEN.

But the fact that all the vehicles descending this long and dangerous gradient were exceeding the speed limit was of no immediate interest to the police officer. "It's a problem we haven't been able to solve," she said.

Why not? From observation, I estimate that 80 per cent of private cars and 90 per cent of Jerusalem-bound buses and taxis descending to the Motza bridge do so at over 110 km/h, the idea being to get enough *shvung* to tackle the next hill without changing gear.

Many trucks follow suit — and many come to grief at the bridge. I can't understand why there isn't a constant police presence or radar trap (once promised) on this hill. But most effective of all would be a large sign replacing the useless 20-year-old one that mildly reads "use low gear." The new sign, which ought to be five times as big, should read: "70 KM/H ZONE ILA0,000 fine and loss of licence."

SPED limit markers are virtually absent in Israel. The law puts

the onus on the driver to "know" the limit. In the U.S., speed limit markers appear on every street and highway — and of frequent intervals. There is a constant psychological reminder of the speed limit everywhere, in and outside the suburbs. Small residential sidestreets are zoned at either 24 or 40 km/h. Signs are also spelled out wherever possible.

"No stopping at any time" is written out; and there is no mistaking its message. The equivalent abstract sign in Israel is honoured only in the breach — partly because the Israeli driver knows he has an excellent chance of getting away with it; and partly because he is visually inured to the impersonal signs.

FURTHER east of Motza, on the last ascent to Jerusalem, there are a series of curves where several cars leave the road nightly, chiefly in the winter, tipping into the gutter or crashing into the hillsides. Have the police and the Public Works Department never asked themselves why all the accidents happen on the *inside* as-

up, but nothing effective has been done to get rid of the old road markings, which are now about the same strength as the new ones.

Five months ago, I wrote to the Jerusalem Department suggesting a method of burning off the old paint. I received an acknowledgement and was promised a reply, and there the matter ended.

Nothing has been done either about a number of other proposals I put to various Jerusalem traffic officials, both in writing and over the telephone:—

1) To put up written signs at the exit of Jerusalem forbidding stopping for hitchhikers or soliciting rides on the main highway, except at a designated spot in a traffic bay 200 metres to the West. A policeman is needed full time at this spot to hand out fines to hitchhikers as well as drivers.

2) To connect the highway markings at all crossings between Gznz Road and Molka, so that drivers do not inadvertently change lanes on this fast strip; and to designate lanes where the road narrows by 50 per cent before the entrance to Gonen.

3) To create adequate safe parking of Sacher Park, where, at weekends and during park festivities, drivers park on Sderot Ben Zvi's main traffic lane (without ever getting a ticket). Police control-gates, on occasion set out on the highway at this point, without lights or warning signs, are often an additional hazard.

4) To erect and enforce double no-stopping signs on the double carriageway passing Einyenel Ha'ooma.

5) To put a centre divider all along Rehov Jabotinsky, a busy artery that varies its width every 50 metres.

6) To adjust the traffic lights at the entrance to the city whenever there is an increased inflow of traffic during the High Holydays. This simple procedure would prevent long lines of cars from forming and coming to a halt, as they overheat while stopping on the gradient. Lines of cars also form every morning at the Sderot Herzl lights leading to the Hebrew University.

What has the Jerusalem Traffic Department been up to in the meantime? Well, all they seem to have done lately is to have divided up Rehov Bezalel into a three lane "no stopping" zone, one lane leaving Rehov Ben Yehuda and two lanes entering it, although the markings aren't connected that far.

The scheme doesn't work because the lanes are too narrow and because drivers still park on the single exit lane, particularly in the late afternoon, forcing others into one of the new incoming lanes, creating an even more dangerous situation than before. What's needed here is stiff enforcement or just a single divider down the middle of the road, all the way up to Rehov Ben Yehuda.

The new markings are even inadequate in execution — after only two months, they are virtually worn away, like most road markings in the capital (in confirmation of Ronnen's Second Law, which holds that only wanted road markings disappear).

Is it too much to ask the seemingly moribund Joint Jerusalem Traffic Committee (police, municipal officials, Ministry of Transport officials) to create safer conditions for Jerusalem drivers? And provide suitable threatening messages to careless drivers.

Swinging with Ritmo

'Enjoyable but expensive' is what ZE'EV SCHUL terms Fiat's Ritmo after a test drive.



The Ritmo C15 (1.5 litre) being put through its paces in Bab-el-Wad on the ascent to Jerusalem. (Ze'ev Schul)

VISIBILITY is excellent all round, with the rear windshield wiper particularly welcome. The side view mirror is a fancy job, looking from the outside like a close kin to the Mercedes interior-adjustable model. But only at first glance. It narrows at its outside end, which may be elegant but the exact opposite of what I'd like. A good view of the left-hand side of the road is more important than a top to bottom view of the car itself.

The rear view is unobstructed. A right-hand outside mirror would, at least in this top of the line category, have been justified and should certainly have been optional.

Seats and ventilation. The seats are comfortable but covered with a non-porous material, heating up in our climate. Seat covers are a must. Leg and back support are adequate. No whiplash headrests (available as optional). Three-point safety belts — automatic self-adjusting ones would have been justified.

Ventilation while driving is excellent. Stationary, with the fan going at top speed, it is a bit on the loud side.

Instruments and instrument panel are functional. Two-dial speedometer and rev counter plus fuel gauge. Warning lights cluster (oil pressure, temperature, battery charge, etc.)

Steering — of the rack and pinion type — oversteers in coming out of sharp turns. Otherwise it is sensitive but agreeable. Steering wheel — the spokes are a narrow-angled downpointing V, too closely spaced to permit the "ten o'clock — four o'clock" two-hand position on the wheel recommended by the experts. The rim is all that's left, but it is nice and divider down the middle of the road, all the way up to Rehov Ben Yehuda.

The new markings are even inadequate in execution — after only two months, they are virtually worn away, like most road markings in the capital (in confirmation of Ronnen's Second Law, which holds that only wanted road markings disappear).

Is it too much to ask the seemingly moribund Joint Jerusalem Traffic Committee (police, municipal officials, Ministry of Transport officials) to create safer conditions for Jerusalem drivers? And provide suitable threatening messages to careless drivers.

DRIVING the car. Pedals — well spaced and shaped — just the right resiliency. Brake pedal perhaps a bit hard and less effective than one might expect from an almost new car — with booster and all (dice up front, pads in the rear. Dual circuitry). Acceleration, provided you can adjust to the five-speed gear, is very zippy. I didn't like it but was up at 100 km/h with the rev needle just touching the 3,000 rpm mark and doing 115. By my lights that is an engine-saving ratio. Fuel



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It is, however, not competitively priced. It costs over IL420,000, which may not be so very much in foreign currency, but is still at least three times what the car costs in Europe. Israelis have a feeling that they've spent a fortune if they buy the car. And so they have. They also have great expectations for that kind of money. Whether the Ritmo will live up to such expectations remains to be seen. It is, after all, an *oleh hadash*. For style impressions see the general car roundup story.

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"WEST BANK drivers are no different from motorists in the rest of the country, both curse the traffic cop — each in his own language." This is the opinion of a man who is an expert in the field. He is automobile tester and road safety expert Subhi Ibrahim Abu Gosh, of the Judea District Police Headquarters at Bethlehem.

With seven years of experience behind him, five on roads within the Green Line and two in the West Bank, tester Abu Gosh is a graduate of a five-month police experts course in 1969. He is one of the several score of Arab police officers, testers and patrolmen who Tuesday last week launched the third successive annual "Winter Road Safety Campaign" in the West Bank.

HERE are the pertinent figures for the West Bank for the first eight months of this year. The figures for the first year of the campaign, 1977, are in brackets.

West Bank drivers

Gideon Weigert

Number of registered cars	1979	1977
Number of licensed garages	350 (320)	(280)
Number of accidents	470 (500)	(500)
Killed	77 (81)	(81)
Seriously injured	188 (240)	(240)
Slightly injured	316 (380)	(380)

THIS YEAR another, long overdue step in road safety is shortly to be introduced. Traffic experts in the West Bank expect it to act as a serious restraint in the future. It is that the standard, pre-1987 fine of one Jordanian dinar for traffic violations of all kinds, even serious ones, will now be increased.

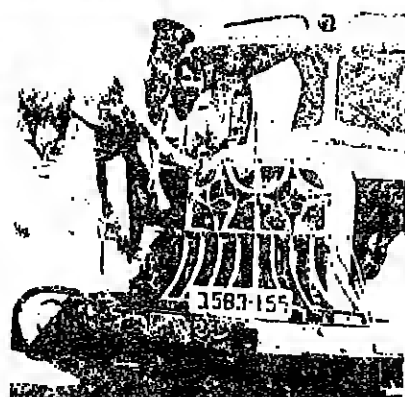
AN ARAB police officer with special experience in traffic matters is Inspector Khallil E-

Nimeri of the Judea District Police Headquarters. Khallil told me that he was one of the first to join the area's police force in June 1967. He holds the top rank of any Arab traffic officer in Judea.

Today Khallil is in charge of interurban traffic patrols in the entire district. In addition, he lectures on road safety and traffic problems at district police courses. He is the author of a traffic manual, which is used as a textbook in all police courses in the West Bank.

E-Nimeri believes that several factors are responsible for traffic accidents in the West Bank. These include:

- (1) negligence by drivers;
- (2) insufficient knowledge on the part of drivers and pedestrians of road signs and safety rules;



Our tester Abu Gosh (Weigert)

- (3) punishment scales dating back to Jordanian times, which are outdated in their lenience;
 - (4) the high percentage of over-age vehicles on West Bank roads, particularly among buses and trucks.
- Inspector Khallil does not think that the Oriental mentality and fatalistic beliefs or the fact that

many drivers decorate their cars with a "hamsa" hand against "the evil eye," are a factor contributing to traffic accidents.

ALTHOUGH tester Abu Gosh feels that "drivers everywhere are the same," he admits that three distinctions can be made between motorists in the area and in Israel, where he served for five years with the traffic police.

First, the majority of the Arab population does not consume alcoholic drinks, which has a "sobering effect" on their driving.

Second, many drivers of West Bank private cars pick up passengers against payment. This, he believes, is due to the severe shortage of public transportation. A third distinguishing feature is the habit of owners of commercial vehicles, pickups and tenders, to overload their cars with a huge number of passengers (even those licensed to carry passengers).

The Campaign is On

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During the "Winterize Your Car" campaign period the Israel Garage Association and Vehicle Importers Association will be giving a reduction of 16% of the price for safety repair work.

WARNING!

The Ministers of Transport and Justice have fixed a IL750 fine for every safety item mentioned in the ordinance, which is not up to standard at the time the car is checked by the Police. The fine is additional to the removal of the defective vehicle from the road.

The police will be increasing car checks on the roads these days

Winterize your car... your life is worth it!

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This is the most logical addition to your present car, if you're also one of those suffering from traffic congestion in town. Europe is full of mopeds — and it's not only the young who are driving them, but respectable adults who are fed up with traffic bottlenecks and parking problems.

You can arrange for a 2-wheeler license quickly (after some 10 lessons). Lessons are cheap and conveniently arranged at a school with a closed-in and safe learning area. Being the owner of a car driver's license you are relieved of the theory test.

A moped made by Piaggio, manufacturers of Vespa, is cheaply priced and even cheaper to maintain (tens of kilometres for each litre of petrol). Expenses are totally deductible for income tax purposes, and if you keep books, you may write off the Value Added Tax on your moped.

Piaggio has several moped models — one of them is sure to suit you... and anyway, wouldn't it be nice to mount a moped and feel 20 years younger?

Particulars at all Vespa agencies in the country. Importers: Ofer Motor Co. Ltd., 8 Rehov Haadana, Tel Aviv, Tel. 536674.

Tel Aviv: Tel. 03-523859; Ramat Gan: Tel. 03-720733; Jerusalem: Tel. 02-71544; Haifa: Tel. 04-525083; Ashdod: Tel. 053-24403; Beer Sheva: Tel. 057-78194; Hadera: Tel. 04-23870; Rehovot: Tel. 05-52074

THE CURRENT problem of car design is, as one wag put it, "to build a car which is somehow larger inside than outside."

This may be an impossible ideal, but planners at the Auto '88 Workshop held last November at the Volkswagen Works in West Germany made a brave and thought-provoking stab at approaching that ideal. The following excerpts of some of their suggestions for the Car of the Eighties offer a fascinating insight into the research and long-range planning that go into car design.

Body weight and space

Utilization of available space can best be illustrated by comparing the VW Beetle, now out of production, with the current Golf model.

	Beetle	Golf
Overall length	4.08 metres	4.31 metres
Interior length	1.70 metres	1.81 metres
Interior area	1.98	2.24 sq.m.
Luggage space	270 litres	370 litres

Despite these improvements the Golf's weight is lower than that of the Beetle, its engine power output is much higher, and its handling characteristics have benefited from the increased rigidity of the structure as a whole.

Assuming that efforts to maintain the same rate of progress over the next ten years are successful, a car only slightly longer than the Golf could have the following characteristics, the engineers reported to the workshop:

- interior area of more than 2.5 sq.m.
- interior length of more than 1.86 metres
- luggage space in excess of 450 litres.

To achieve these objectives the engineers are investigating:

- * More compact engines with relatively higher output. Concepts offering a saving of between 60mm and 160mm installed length depending on power output, are by no means far-fetched.
- * Less bulky fuel tank systems, coupled with lower fuel consumption, as a means of increasing the effective distance covered per tankful.
- * The possibility of dispensing with the traditional spare wheel, on the assumption that in ten years time tires will be available with adequate run-flat performance and high resistance to mechanical damage.
- * Optimized radiator design, with new forms of finning to reduce depth by up to 20 per cent.
- * A reduction in seat back thickness by the use of plastic mouldings.
- * New rear vision systems which permit the luggage space to extend fully up to roof height.
- * Weight and space optimization also involves using the right

In 1978 the global automobile population reached 802 million, a level of use that even Henry Ford would have had trouble envisioning.

In the United States 103 million bicycles were sold over the last ten years, compared with 102 million cars.

Both the role and the design of the automobile in the future will be shaped by the price of petrol.

It has been estimated that 80 million people around the world depend on automobiles or trucks for jobs.

Twenty-one million riders per day now travel on Tokyo's public trains, subways and buses.

Car of the eighties

Volkswagen planners discuss some of the design problems dictated by the new oil realities. ERNIE MEYER reports.

In an interesting calculation the engineers showed just how problematic it is to reduce engine weight — at higher initial purchase costs of the car — in order to save fuel.

They assume an increase in costs of about 10 Deutsche marks (DM) per kilogram of engine weight saved.

If the first owner keeps his car for an average of 3.8 years and covers 15,000 kilometres, the actual saving in fuel by the time the car is sold would currently be about DM58. This must be set against an increase of purchase price for the car of approximately DM200. Even if we calculate the average lifetime of a car at 11 to 12 years, the deficit at current price levels remains in the region of DM40.

Optimum body outlines

This part of the workshop discussed the influence of drag on fuel consumption and roadworthiness.

First of all, what is drag? Drag is caused by a body, in this case a motor vehicle, passing through the air. During this movement the air acts as a viscous fluid as it parts to allow the vehicle through, and falls to follow the outlines of the vehicle equally well at all points.

At some areas of the body the airflow breaks away from the surface. Accordingly, pressure differences build up at various points on the body and are in some cases so different from those created by a clean, frictionless airflow that a force is generated which resists the forward motion of the vehicle.

It is the task of the aerodynamics engineer either to eliminate these breakaway areas or to keep the resulting increased resistance to the airflow to a minimum.

It is estimated that the average speed of all cars on West Germany's roads is in the region of 60km/h. Yet even at 60km/h road

materials. Thus the VW people have for some time been developing doors, lids, fenders, tailgates and fuel systems from either plastics or aluminium.

In a potential approach to weight saving some 72kg could be saved in the two-door Golf, distributed as follows: 45 per cent less weight by the use of aluminium, 20 per cent by the use of plastics, and 35 per cent by design measures, including the use of high-strength steel.

The weight of glass could be reduced by 8 kg. for the complete car if the windows were converted to scratch-resistant polycarbonate with silicate coating. However, even reducing the current glass thickness from 4.2mm to 3mm would save 5.6 kg. per vehicle.

Here are some of the technical problems connected with weight reduction which the engineers said they still have to solve. The ability to apply conventional paint coatings to aluminium and plastics during volume production is one of them. Another is the more generous application of corrosion-proofing to car body parts that are lighter — but also thinner.

The problem of plastics twisting out of shape in hot climates is well known to drivers in this country. Similarly, the heat conductivity of aluminium could make an engine hood too hot to touch with the bare hand.

Engine weight and space

Reductions in the weight of car engines clearly play an important role in efforts to save fuel. The dominant assemblies which go to make up the total weight of an engine are the cylinder block and crankcase, together with the exhaust system. These are followed by the electrical system, the cylinder head and the cooling system, then at some distance down the scale by the fuel intake system and the valve gear.

Unfortunately it is these heavy items in particular, which do not lend themselves to more than a limited degree of weight reduction, the engineers said. Efforts to save weight without adversely affecting operating characteristics will have to be restricted to the crankcase itself, taking the form of a changeover from grey cast iron to aluminium, they added.

Large-scale diversion of crops to distilleries for the production of car fuel will raise serious concerns about competition between food for people and fuel for automobiles.

The global automobile fleet now consumes about one-fifth of every barrel of oil produced in the world.

Unless consumers axioms a great care in buying automobiles, they may end up with a vehicle for which fuel is not available.

About 40,000 electric vehicles are already on the road in Britain, taking milk, eggs and other goods around local communities.

From: Worldwatch, "The Future of the Automobile in an Oil-Short World."

speed aerodynamic drag is a factor equal in magnitude to rolling resistance, and increases steeply as speed increases. Studies have established that a 10 per cent drop in drag results (under average driving conditions) in a fuel saving of approximately 3.5 per cent for petrol engine cars.

If we keep in mind that drag can be reduced by at least 30 per cent compared with the current state of the art, this means that aerodynamic improvements alone can cut fuel consumption by 10-15 per cent.

At any given speed drag depends on two factors. First, the size of the vehicle, that is to say its frontal area, which constitutes a more or less predetermined value.

The second factor is the drag coefficient, referred to by the symbol CW. It can be influenced by the aerodynamics engineer. The CW value is an indication of the aerodynamic quality of the vehicle's body shape. A shape with good airflow characteristics — one which we would probably regard as "streamlined" — will have a low drag coefficient or CW value.

With the aid of the body outline optimizing process developed at VW it is possible to introduce minor changes in shape which do not affect overall styling, but which lower the drag coefficient.

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DRIVERS, if you happen to see an average-looking man aged 30 to 40 standing at a busy city intersection with a note book in his hand—take care. He is not an ordinary pedestrian, he is likely to be a voluntary traffic observer in action.

Traffic observers are experienced drivers who volunteer their services in the war against accidents. Is their effort a failure? Many of them think so. Avraham, a veteran observer, is tired. No one seems to be able to cope with the unending flow of breaches of the traffic law, he thinks.

Emmanuel Kabiri, also a veteran traffic observer and head of the Jerusalem branch of the National Council for the Prevention of Accidents, has a different opinion. A professional in the field, he is enthusiastic about his organization and the role it plays.

Traffic observer

While some volunteer observers are discouraged, others remain enthusiastic about their work, writes ALEXANDER ZVIELLI.

We met for the day's "action" in his office, a one-room flat on Jaffa road, in downtown Jerusalem. Some 20 volunteers arrive to join the police in patrolling busy intersections. Most of the observers come after a tiring day's work — it is certainly not easy to spend another two hours in the dust and heat of a busy intersection.

"Watch out for three main offences by drivers," Emmanuel instructs us. "Crossing against a red light, stopping beyond the broad white line that marks the

entrance to an intersection, and jumping the queue of waiting cars. And pay special attention to unruly pedestrians," he instructs a burly policeman, who seems to feel at home in his office.

"Write out your reports," he repeats, handing us the printed pads. "Note down the licence numbers, make of car, location, time of day and date. If it is a bus, write down its line as well."

"And what happens to our reports," asks Micha, an economist, "who cares about them?"

"You are wrong," Emmanuel corrects him. The police will process your summonses as if they were issued by their own men. In some cases traffic observers will be asked to appear in court. Those who refuse to go to court as witnesses because of the loss of working time should let me know. In such cases the Council will merely send the offenders a warning letter.

He explains that since witness fees are only 1L50 a day, he simply cannot ask a traffic observer to spend a whole day there. Salaried workers, he agrees, are more willing to donate their time and testify, but the self-employed refuse, and he understands their position.

WE STEP OUT into the street. Each one is assigned a post. It takes me only a few minutes to realize that I must go easy on offenders, otherwise my stock of report forms will run out quickly. Out of ten drivers, seven stopped beyond the white line, impatient to get ahead the moment the light changes. Three cross the lights on amber, almost getting into the red. Still, I find it difficult to write a report. Am I really qualified to be a judge or a complainant?

I received my first driving licence at the age of 18, some 40 years ago, together with my high school graduation certificate. I was taught driving on an old Ford while still at school. I still think the late teens are the best time to introduce a person to driving. It was an expensive luxury in pre-war Poland, but a valuable experience.

But I had been riding a bicycle since the age of 13. In Warsaw a youngster had to pass an oral and a practical test to receive a bicycle licence.

I still think that such a bicycle test given at a specially equipped post in the presence of a policeman was an important stage in my development. It was perhaps the first time I faced officialdom and was recognized as fit to perform certain actions which could affect the lives of others. I regret that we have no such law here. As a result bicycles contribute their share to the general bedlam on our roads.

I also believe that there is no place like school to teach youngsters good road manners. I would recommend that all pupils of bar mitzva age pass an examination on this subject. They should get marks for their knowledge of road rules and good road manners together with their other civics studies.

A SIMILAR TEST should be given to all army recruits, even if they have no intention of becoming drivers. Traffic courses should become regular subjects at teachers' seminars and other institutions of higher learning. Education will provide the only real way to curbing traffic accidents.

I find ample confirmation of this thesis while watching the traffic

along King George Street, and exchanging opinions with other observers. Each of them makes his own contribution to this relentless struggle.

"I would urge periods of compulsory service by offending drivers at Magen David Adom first-aid stations and in the emergency wards of hospitals," urges Benyamin. What is a fine to a businessman? he asks even if it comes to a few thousand pounds.

"There is no equality before the law here," says Yehoshua, an education ministry official. "I have just seen a big car blocking traffic and forcing other cars to make a dangerous detour. I wanted to write a summons, but it was a minister's car. Knesset members' cars and those of all kinds of high officials have special privileges. This is not only unfair, but outright dangerous," he comments.

The light at the pedestrian crosswalk is red. But a mother with two small children is still trying to cross the road. Another group of youngsters repeats the performance and seems to take pleasure in challenging the passing vehicles.

Yehoshua believes that once you start making exceptions, be it for Knesset members or for pregnant women, there will be no end. He is the observer who writes the most tickets. Avraham, an old professional driver, who watches the Ben-Yahuda-King George intersection, is more lenient. "I'm here to help, not to punish," he argues. "I have just prevented an accident. It gives me pleasure to be able to help."

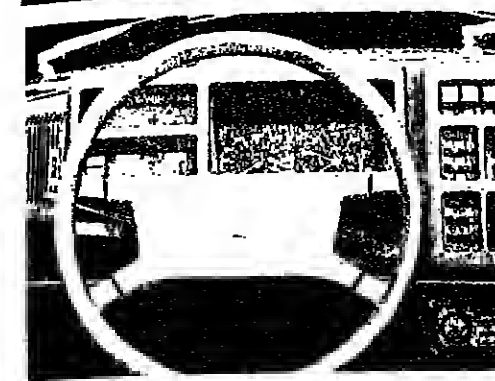
VERY FEW of the observers carry identification bands. "People don't like to be corrected or supervised," explains Haim, from Kol Yisrael. "Every Israeli driver believes he is the best and has nothing more to learn," he smiles.

"If we had a real customs reduction on automobile spare parts...if garages were more tightly controlled...if the insurance companies spent more money on accident prevention measures instead of advertising...if, if..." Moshe complains about everything. He just had an argument with a driver who stopped his car in the middle of the pedestrian crossing. "I retreated," he explains. "There were three aggressive youngsters in the car and I didn't like the looks of them."

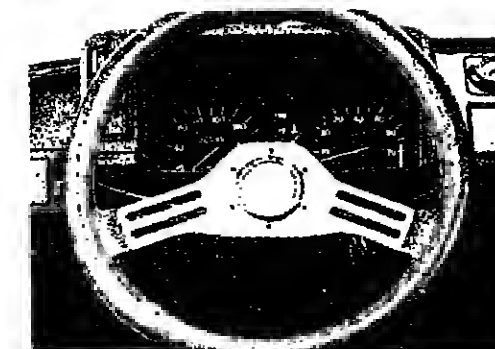
We were all getting tired. The heat and petrol fumes take their toll. Some observers have already gone home. We admire the young traffic policeman who spends the whole afternoon out in the street.

We drive home, trying to be as careful as possible. Out of 200 members invited to join us for the afternoon, only 20 turned up, and 600 reports were made out. Kabiri tells me this next day. One driver was recommended for good road manners.

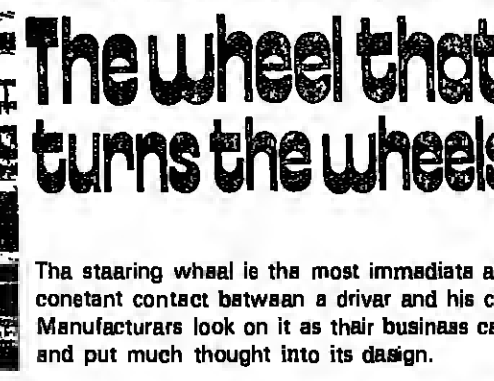
Only increased public awareness and education will save lives, Kabiri insists. Anyone of good character, who has been driving for five years without an accident, who has passed a preventive driving course and is a member of the National Council for the Prevention of Accidents, can become a traffic observer. □



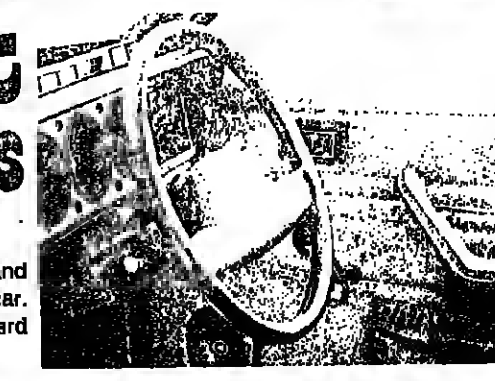
Lancia Delta



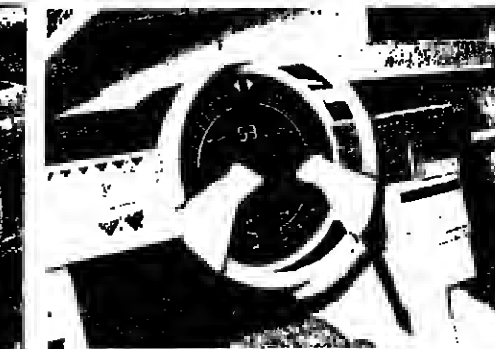
Autobianchi A112 Abarth



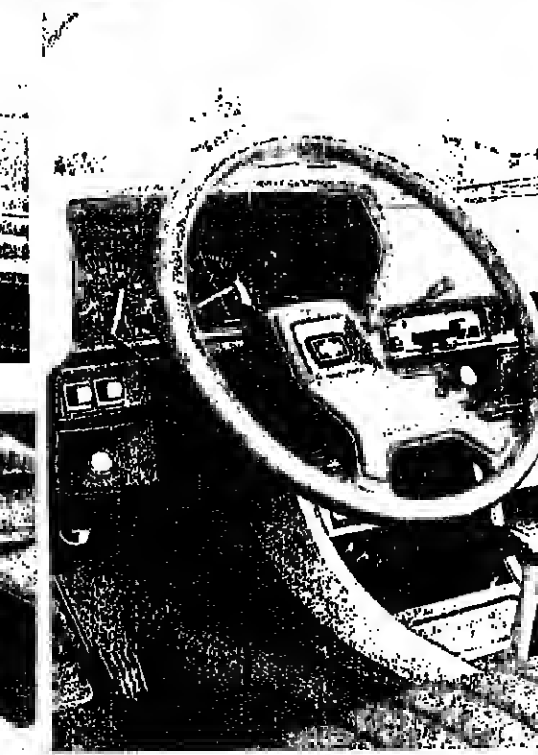
Volkswagen Polo



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Experimental Ford car



Talbot Simca Sunbeam GLS

The wheel that turns the wheels

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A journey by bus is 10 times as economical on fuel consumption as the same journey by car. A bus journey is 15 times as safe. It uses 12 times less foreign currency and 25 times in infrastructure requirements (from Government publications). The national interest in conservation in general and energy in particular, demands extensive use of public transportation. Special road lanes for public transportation, the allocation of funds for service improvements, the allocation of land for garages and parking will ensure that the travelling public enjoys efficient, comfortable and economical use of buses.

GOVERNMENT, LOCAL AUTHORITIES — PRIORITY TO PUBLIC TRANSPORTATION IS IN THE NATIONAL INTEREST

Thank you EGGED

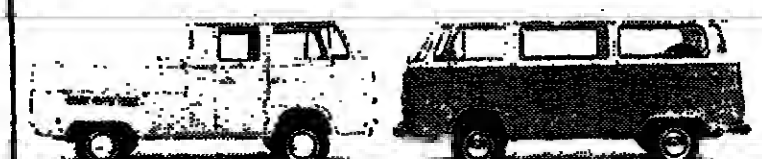


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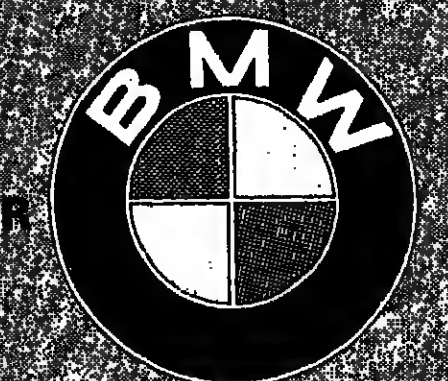
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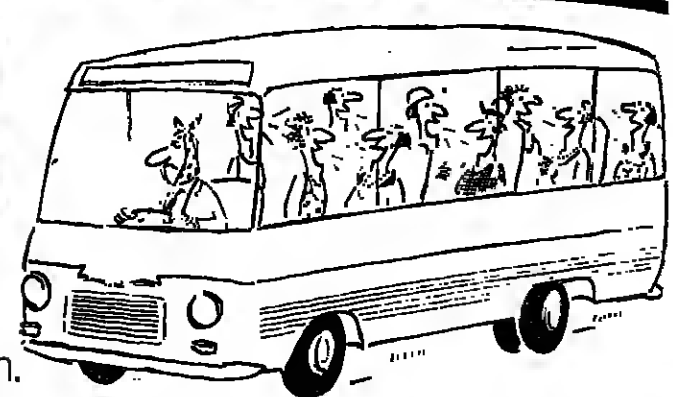
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NEARLY ALL travellers on buses in Israel, tourists included, are full of complaints about our mass transportation system. But after touring the U.S. for 20 days on Greyhound buses, all I can say is: "Thank Heaven for Egged and Dan."

BUS BLUES

After touring the U.S. by bus for 20 days YITZHAK OKED is full of praise for Egged and Dan.



First of all, prices. A short trip there, between two towns a few kilometers apart, something like Nes Ziona and Rehovot here, costs over one dollar — the equivalent of 20 cents here.

In the U.S. urban bus rides cost on the average between 20 and 80 cents; here they are about a dime.

But maybe the biggest difference concerns a factor we take for granted in Israel. That is bus frequency. Between Nes Ziona and Rehovot you have buses several times an hour. Between similar towns in America you are lucky to have a bus three or four times a day.

We as Israeli "greenhorns" got stranded in Disneyworld because of our Egged orientation. According to all brochures Disneyworld

is located in Orlando, Florida. But it is actually located a good half hour's bus ride from Orlando.

When we finished our wonderful day at Disneyworld about 10:30 p.m., we were astonished to hear that the next bus to Orlando would leave only at 1:30 a.m., when Disneyworld closed down. We couldn't understand this. Thinking that we had just missed a bus, we were shocked to hear that the most recent bus to go to Orlando had left at 7:30 p.m.. Six hours

between buses.

A bus driver explained to us that the main reason for these long intervals is that Americans preferred to travel in their own cars. Or to fly in to Orlando and rent a car there.

GREYHOUND and similar companies are not subsidised, therefore they cannot afford to lose money. They will not increase their frequencies until more passengers use their service.

Americans I talked to admitted that they had not travelled in an interurban bus in ages. Some even said they had never gone on such buses in their entire life.

Not only that, but travelling coast to coast was never able to get hold of a time-table covering the entire country, so that we could plan our stops. Instead we received time-tables section by section, as we moved along.

Then, of course, there is the complaint in Israel heard from tourists and natives alike about the rudeness of bus station officials.

Well, I have news for you. Yes, it's true that clerks in the U.S. sport an artificial polite smile that is as sweet as saccharine. They also remind one of computerized robots. They are programmed. But if someone like an Israeli comes and asks them how to reach a place "off the beaten path, a place he normally isn't concerned with, he is suddenly lost. Then if you try needling him the way we do Egged officials here by saying: "It's your job to know. This is what you are getting paid for," then the artificial smile disappears, and he becomes as rude, if not ruder, than any clerk here.

THEN, OF COURSE, there is the ultimate in travelling comfort. Chairs that really move back; air-conditioners that really work up to a certain high temperature; after 35 degrees centigrade outside the bus air-conditioners do not cool enough.

And last but not least, restrooms on very bus and at every station. Some of them, though, made me homesick. They were as filthy as those in Israel. That included those you had to pay about IL7 to enter.

Another thing that may be news to you concerning bus schedules — buses no longer run on time. On big trips the bus can sometimes be over an hour late. Officials blame this partially on the new 55 miles (88 km) per hour speed limit, while their schedules are still set according to a higher speed limit. I will end on a positive note. Bus drivers. The majority we met were real professionals.

Even if a bus was over an hour behind schedule, the driver never stopped on the gas, but drove the maximum legal speed.

The majority of drivers were courteous and they seldom lost their temper. They also command authority. If a passenger starts smoking in a non-smoking area, "Will the person smoking in the non-smoking area please stop or move to a smoking area." The smoker then stops or moves to the rear, no arguments. Also no blaring radios.

SPEAKING of ticket and information counters. In all our travels, including small towns like Bozeman, we had to wait in line, to buy tickets. In big cities like New York and Washington it took about 15 minutes.

And last but not least, restrooms on very bus and at every station. Some of them, though, made me homesick. They were as filthy as those in Israel. That included those you had to pay about IL7 to enter.

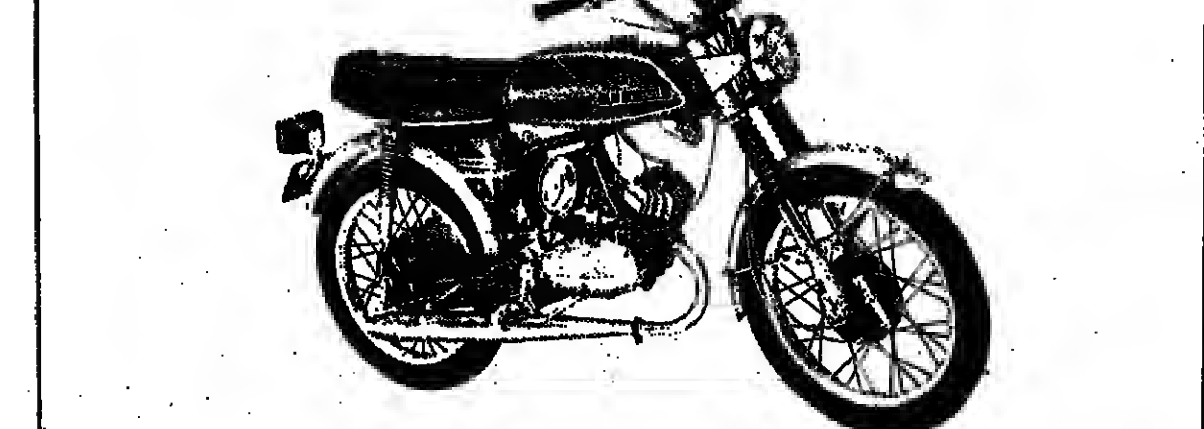
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West of Singapore

TEL AVIV Deputy Mayor David Shiffman has a dream: traffic is flowing smoothly through the streets of the city, regulated by perfectly synchronized traffic lights. Cars not in use are tidily lined up in parking lots, and cyclists are riding calmly on special lanes built along the city's main streets...

born. Its midwife was the city's transport department headed by Deputy Mayor David Shiffman. It boasts that the plan, named after a similar one adopted in Singapore, will boost the development of Tel Aviv's commercial centres, provide for more efficient public transportation, help save fuel and pay for itself as it goes along.

Michal Yudelman

Unfortunately, reality could hardly be more different. The sharp rises in the price of petrol, car accessories and taxes in recent years have had no effect on the number of motor vehicles clogging Tel Aviv's commercial centres.

In 1974 the government of Singapore announced its intention to limit the use of private cars in the city's main business centre during the morning rush hour. Drivers wishing to enter the restricted zone would have to buy a special sticker and permit. Company-owned cars would be charged twice as much for the sticker and permit. Buses, police and army cars, as well as private cars carrying four or more passengers, would be allowed to enter the restricted zone free of charge.

With the increase of private cars — Tel Aviv now averages one car per four people, or one per family — the city's administration simply cannot deal with the heavy traffic, illegal parking and wild driving. At best, the city's business centre resembles a hopeless tangle of trucks unloading in the middle of the street, cars double-parked or parked on sidewalks and bicycles dangerously weaving in and out of the traffic, which is jammed more often than not.

Having no plans to introduce another means of public transportation in the next ten years or so, (subway, elevated trains) the Tel Aviv municipality found itself sorely in need of measures more drastic than mere traffic regulations — which most drivers ignore, anyway — to reduce the number of cars in the city centre. Thus the Singapore Plan was

"LIKE TEL AVIV, Singapore had tried everything else before it decided to restrict access into its business centre to private cars during the morning rush hour. It had tried widening road junctions, adding traffic lights, improved traffic management, bridges over junctions. But traffic was still too heavy. The commercial centres was clogging up instead of growing," Shiffman told *The Jerusalem Post* after his return from Singapore earlier this month.

It was only a small part," Dudal told *The Post*.

Dudal is certain that the Singapore Plan will not work in Tel Aviv. "Among other basic differences, Singapore's business centre is small and concentrated, while Tel Aviv's is spread out. It should be remembered that the people of Singapore have an inner discipline which is completely lacking in Israel," Dudal said.

He was surprised that Tel Aviv municipal officials had to go as far as Singapore to see how a restricted zone worked. "There are many examples in Europe — which has been operating similar plans since the 1950s — more adaptable to the Tel Avivian reality," he emphasized.

But Shiffman returned from Singapore more determined than ever to implement his version of the plan. He said that the structure of Tel Aviv, its business centres, the number of private vehicles and all other relevant factors here were perfect for the plan.

Ever since he began toying with the Singapore Plan, in January 1978, Shiffman has come under fire from various sources, including engineers, public transport and municipal officials.

The most scathing criticism came from Arye Dudal, a local architect, who served as project manager for the original Singapore Plan. "I have no idea why this plan in Tel Aviv was named after the Singapore Plan. The original Singapore Plan was an overall development programme, of which limiting private traffic in the business cen-

Soms 10,000 parking places were prepared on the outskirts of the restricted zone. The cost of parking within the zone was raised by 50 per cent. A fleet of 90 shuttle buses began to operate between the parking lots outside the restricted zone and the business centres.

"Apart from the fact that the majority of Singapore residents are Chinese, and here they are Jews, the objective situation is 100 per cent suitable for Tel Aviv," Shiffman stated with finality.

SHIFFMAN'S plan also includes special bicycle lanes and strictly regulated loading and unloading for commercial vehicles.

The area designated as a restricted zone is roughly delineated by Rehov Salame in the south, Yehuda Halevi and Ibn Gabirol in the East, Frishman and Dizengoff in the North and Herbert Samuel in the West.

The only thing that at present stops Shiffman from implementing his long-desired plan is the approval of the municipal executive and council. If he can convince these bodies to support his plan, Shiffman may close Tel Aviv's streets to private cars during the morning rush hour by the middle of next year.

"Singapore has 41 commercial centres larger than anything Tel Aviv has, yet traffic there is orderly and access is convenient. The business centre of the city has developed greatly since the implementation of the plan, Shiffman said.

The main objection to the Singapore plan is expected to be voiced by the opposition in the municipality.

It is hard at this stage to guess what the public reaction to the controversial plan will be.

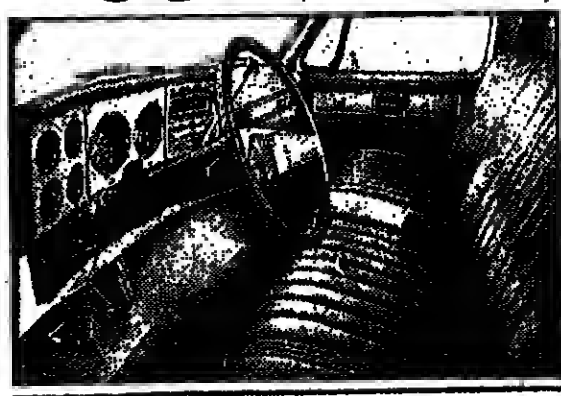
The general attitude is perhaps best expressed by one Tel Aviv driver who was asked about the Singapore Plan: "The Singapore Plan? Ha! They've been talking about it for years. They'll probably continue to talk about it for years to come."

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